THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The accident resulted in the death of all 13 persons on board. The names of the deceased are given below:—

1. Shri Surinder Nath
2. Smt. Gargi Devi
3. Shri Vikram Malhotra
4. Smt. Jyotsna Juneja
5. Smt. Rekha Malhotra
6. Shri Wiplove Juneja
7. Miss Sehar Malhotra
8. Miss Vinya Malhotra
9. Master Prashant Juneja
10. Master Akshay Juneja
11. Capt. R.D.S. Sandhu (Crew)
12. Capt. Pargat Singh (Crew)
13. Shri Megh Nath Pandey (Crew)

(b) The aircraft was not insured on the analogy that the State Government do not insure its fleet of other vehicles also. The black box was not fitted on the aircraft as its all-up weight was less than 5700 Kg.

International Airport at Bangalore

3094. SHRI H. HANUMANTHAPPA:
SHRIMATI VYJAYANTIMALA BALI:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have recently given clearance to the proposal of Karnataka Government to build an International Airport at Bangalore;

(b) if so, by when the work is likely to start;

(c) the approximate cost of the project; and

(d) what is the share of the Central Government in the cost of this project?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The proposal was discussed with the Minister of Large & Medium Industries, Government of Karnataka at a meeting held on 28.6.94. The Government of India has given its no objection to the State Government for setting up a new airport of International standard at Bangalore.

(b) to (d) The Government of Karnataka has to firm up the cost of the project. The National Airports Authority and International Airports Authority will provide technical assistance. However they will not share any cost of the project.

पर्यटकों के आकर्षण हेतु उत्सवों/मेलों का आयोजन

3095. **श्री महेश्वर सिंह:** क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने देशभर में ऐसे धार्मिक उत्सवों और मेलों की पहचान करने हेतु कोई सर्वेक्षण कराया है जो न केवल स्वदेशी पर्यटकों, बल्कि विदेशी पर्यटकों के भी आकर्षण का केन्द्र हैं;

(ख) यदि हां, तो ऐसे मेलों/उत्सवों के संबंध में ब्यौरा क्या है; और

(ग) सरकार द्वारा इस बात को सुनिश्चित करने के लिए क्या कदम उठाए जा रहे हैं कि इन मेलों का आयोजन सुचारू तरीके से किया जाए और इन स्थानों पर विदेशी पर्यटकों के लिए परिवहन, आवास और अन्य सुविधाएं उचित दरों पर उपलब्ध कराई जाएं?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद): (क) से (ग) राज्य/संघ राज्य क्षेत्र की सरकारों के साथ परामर्श करके 72 मेलों और उत्सवों को पर्यटन-कार्यकलापों के रूप में संवर्धन करने के लिए अभिनिर्धारित किया गया है। ये मेले और उत्सव अलग-अलग राज्य

सरकारों द्वारा आयोजित किए जाते हैं तथा केन्द्र सरकार उनके प्रचार और अन्य व्यवस्थाओं हेतु वित्तीय सहायता प्रदान करती है।

Losses incurred by IA and AI

3096. SHRI TRILOKI NATH CHATURVEDI:

Dr. MURLI MANOHAR JOSHI:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the loss incurred by the Indian Airlines and the Air India in 1992-93 and 1993-94 together with the accumulated losses;

(b) whether it is a fact that Air Taxi Operators have made profits during the above period and if so, the details thereof;

(c) whether IA and AI have taken any measures to cut expenditure and increases revenues and if so, what are the details thereof; and

(d) what steps Government have taken to introduce healthy competition among airlines to optimise revenue and passenger service?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Air India has not incurred any loss during 1992-93 and 1993-94. The accumulated losses of Indian Airlines upto 1st July, 1994 are of the order of Rs. 422.00 crores. Indian Airlines has incurred a loss of Rs. 195.16 crores in 1992-93 and Rs. 297.80 crores (provisional) during 1993-94.

(b) Under the Air Taxi Guidelines the operators are not required to submit profit/loss statements to the authority which grants operating authorisation to them.

(c) The following are the major steps taken to minimise the losses of Indian Airlines:—

(i) Product Improvements

— Improvements in service both on ground and on board.

— Improvement in passenger comfort by increasing seat pitch in economy class of A-300 aircraft.

— Introduction of Business Class in A-320 aircraft.

(ii) Pricing and Distribution Strategies

— Incentives/concessions introduced for customers and agents.

— Setting up of sales forces to generate more business.

(iii) Organisational Improvements

— Changes in the organisational structure and systems to enable a speedy and cohesive response to the environment.

— Closer consultation with the employee/ Unions/Associations to foster an atmosphere of mutual understanding.

(iv) Increased fleet utilisation as a result of introduction of productivity linked schemes of remuneration.

(v) Increased international operations to usefully deploy available capacity.

(vi) Tie-up with Air India in several areas, like joint venture opertions in the Gulf countries, hub and spoke operations.

(d) With the repeal of the Air Corporations Act, 1953 the monopoly of national carriers to operate demestic scheduled air transport services has been removed. This will facilitate operation of air services in a competitive environment leading to optimisation of revenue and enhancement of passenger statisfaction.

Losses of IA with the induction of private airlines

3097. SHRI SUSHIL KUMAR SAMBHAJIRAO SHINDE:
SHRI RAJNI RANJAN SAHU:
SHRIMATI VEENA VERMA:
SHRI RAJUBHAI A. PARMAR: